

The Daily Bulletin.

CHARLOTTE, N. C. TUESDAY, JANUARY 27, 1863.

VOL. VII.—NO. 1156.]

THE BULLETIN.

BY EDWARD M. BIRKIN.

WIRING NEWS.

FIRST EDITION.

Monday Afternoon, Jan. 26, '63.

TELEGRAPHED FOR THE ASSOCIATED PRESS.

From Fredericksburg.

FRIDAY, Jan. 25.

Parties from Fredericksburg have that there is no news of the Rebels.

Yankees have made a demonstration at Fort Royal, but it is momentarily expected no attempt will be made to pass the River at Falmouth.

Burnside has issued a General Order to his troops to prepare for active service.

Later from Europe and the United States.

FRIDAY, Jan. 25.

A copy of the Baltimore American of the 22d has been received.

The steamship Arabi, with Liverpool dates of the 10th has arrived at New York.

The Post says, in allusion to the justification of slavery by the London Times, that a reaction will set in from this party and confidence in that journal will be lost.

The Post Monitor publishes an account of the battle at Fredericksburg, by an eye witness, who says that the rapidity of the movements of the Confederates was marvellous.

Napoleon has again turned his attention to American affairs, and steps are being taken to resume the overtures lately made to the Lincoln Government; and it is believed with better prospect of success.

The American has further accounts of the capture of Arkansas Post. The number of Confederates captured is stated to be from five to seven thousand men.

The Confederates were under command of Gen. Churchill.

The prisoners have been sent to Memphis.

The American is also informed that the expedition will reduce other Rebel works on the Arkansas river, and finally Little Rock.

Memphis advises of the 15th state that great activity prevails there and intimates that an important movement will be speedily made by the land and naval forces under Gen. Grant. Steamboats and transports were engaged in the river, and forty-four regiments had gone forward.

The total loss of the Federals at Murfreesboro is set down at 10,287.

The San Jacinto left St. Thomas on the 20th ult., in pursuit of two Rebel schooners which left the day previous, loaded with ammunition and guns for a steamer outside, but failed to capture them.

This does not include commissioned officers, whose example, in several instances, has been injurious to the men.

By order of Brig. Gen. B. H. Robertson.

W. A. WORTHINGTON, A. D. C.

WANTED.

A good Cook, Washer and Ironer. Ap- E. W. LYLES.

Jan. 23-24.

GENERAL ORDER.

The General Commanding announced to all absentees from his Brigade, that should they voluntarily report for duty within fifteen days after the publication of his order, that is before the 1st of February next, no charges will be instituted against them for past delinquencies.

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DAILY BULLETIN. (per annum.) \$4.00.
TRI-WEEKLY BULLETIN. (per annum.) \$4.00.
CATAWBA JOURNAL. (per annum.) \$4.00.
THE DAILY BULLETIN will be published at
\$1.00 per copy, and the TRI-WEEKLY BULLETIN will be published every Tuesday, Thursday and Saturday morning, and supplied for \$4.00 per annum, payable in advance.

The Troubles in Madison.

From the *Advertiser*, New, Jan. 22.

The militia of this county, two Regiments, under Col. Young and Jarrett, left last week for Madison county. A cavalry company under Maj. John W. Woodie left on Saturday.

Col. Lawrence Allen, we learn, has been in the disinfected region several days, with a force of about 1,000 men, from Tennessee. He had encountered the tories, killing 20, and capturing about 30. Col. Allen had two horses killed. Strange to say that not one of his men was touched, notwithstanding the reputation of the Laurel men as crack riflemen.

The militia of Madison and Yancey were about hand, and the authorities are determined to make clean work of it. About one year ago, it will be remembered, the same set of disinfected men committed outrages which were suffered to pass without adequate punishment. On that occasion some 40 of them volunteered, and started to the army, but the greater portion, if not all, deserted before they got there.

Their recent outrages call for severe punishment, which we do not doubt they have received before now. A large body of them visited the town of Marshall, and helped themselves to every species of property that suited their fancy, severely wounding Capt. Peck who resisted them. They also visited and robbed a number of private houses, among others that of Mrs. Farnsworth, a widow lady, carrying off and destroying almost everything her house contained. While at Marshall they manifested their dislike of Col. Allen, a brave and chivalrous officer of the Confederate army, by destroying his furniture and carrying off all of the clothing of his family, and rudely treating his wife and children. That was bad policy in them, though, for they had better roused the dogs of lions than thus obtruded themselves into the sacred domestic circle of Lawrence Allen. He is not made of the sort of stuff that allows such outrages to go unpunished, and it was eminently proper that he should lead the forces against them.

Persons unacquainted with the locality cannot appreciate the difficulties attending a campaign in the mountains of Madison county. The overglades of Florida do not present half as many advantages to the attacked, nor half the difficulties to the attacking party. Miles of almost impenetrable laurel, and hundreds of dark ravines and cliff accessible only to those "to the manor born," render it an easy task for a small force of determined men to hold a numerously-army. Notwithstanding all this, however, we have the assurance of the authorities that they intended to finish the job this time.

A Letter from the Marriot Lane.

The following, received at the Yankee Navy Department, is an extract from a private letter received from Commodore Wainwright, late of the steamer *Harriet Lane*, which was captured on the 18th instant:

U. S. STEAMER *HARRIET LANE*,
GALVESTON, TEXAS, Dec. 11, 1863.

We are occupying a very disagreeable position, lying off the town, holding the harbor, but without sufficient force to occupy the city. The Confederates, who hold Virginia Point, on the mainland, about five miles off, and have free access to the town over the railroad bridge which connects Galveston Island with the mainland.

They also hold a battery guarding this end of the bridge, the water being so shallow that we cannot get within gunshot of either. They are in and out all the time, which renders it useless for us to go in shore, as we should be liable to be gobbled up at any moment. So we have to stick to our vessels, and feel the want of exercise on terra firma sadly.

We have constant reports that we are to be attacked, both from the water and shore, which keeps us constantly on the alert. We have so many rumors that we are getting tired of hearing them, and would rather prefer some demonstration on the part of the enemy to the never ending suspense and anxiety on the subject.

We should not care a sixpence for the whole party if we had room enough to move about in, but we are anchored in a sort of natural canal, where there is not sufficient space to turn around. You have to pointed face before you can go either way. If they come at us with their light draft boats, which are able to go anywhere in the bay, you can see what an advantage they have over us. However, I think we will give a good account of them if they come. We understand that John Magruder says if our troops do not arrive pretty soon and beat him off, we will drive us out of the bay. John will have to get up early in the morning. Still, we shall be very glad when the troops make their appearance, so that we can sleep in peace.

Deary River Coal.

From the *Advertiser*.

The President of the Chatham Railroad Company has furnished the Standard with the following letter addressed to him by Capt. Thomas R. Sharp, Superintendent of the Confederate States Locomotive Shop in this city, testifying to the valuable quality of the Deep River coal. The experience of Capt. Sharp is corroborated, we learn, by the experience of the Superintendents of the Raleigh and Gaston Railroad Company Shop in Raleigh, and of the N.C. Railroad Shop at Company Shop. We hope the Chatham Railroad will be soon completed, and this valuable coal, so essential to the public interest, be brought into market:

Govt. C. S. Locomotive Shop,
Raleigh, Dec. 14, 1862.

Dear Sirs: I have the honor to inform you

that the vessel is built of iron and schooner rigged; she is propelled by a screw, and makes an average speed of about 10 knots an hour. After coaling at Gunters Wharf, she ran out into the stream, and for the last two days painters were busy transferring her hull, spars, funnel, &c., from black to lead color. Her Captain professed to belong to New York, but it is certain that his real intention is to run the blockade in her. Being short of one or two hands he engaged two young men at Halifax, to whom he promised a handsome bounty if he should succeed in getting into Charleston. The *Princess Royal* has ten heavy guns in the hold; she has no guns on deck, and the cargo is concentrated on a more reliable part. She is to be at Gunters Wharf, in 1863.

Govt. C. S. Locomotive Shop,
Raleigh, Dec. 14, 1862.

Kindly excuse this hasty note.

President Chatham R. R. Company.

S. S. — is shown to you monthly.

how the coal furnished by the Egypt pits compares with other coal, I have the pleasure to say the Deep River coal is far superior to any that I have ever before used. For Blacksmith purposes, it is fully 100 per cent. more valuable than the Clover Hill coal that we have been using, and for foundry purposes, in the shape of coke, it answers most admirably.

I am, sir, very respectfully yours,

THOS. R. SHARP,
Capt. and A. Q. M.,
Raleigh City C. S. Locom. Shop.

CHARLOTTE.

Monday Morning, Jan. 7, 1863.

OUR THREE.

FOR THE BULLETIN.—DAILY.

For one month.....\$1.00

" two ".....1.75

" three ".....2.50

" six ".....3.25

" one year.....4.00

FOR THE BULLETIN.—WEEKLY.

For three months.....\$1.00

" six ".....1.25

" one year.....1.50

FOR THE BULLETIN.—MONTHLY.

For one year.....\$1.00

The JOURNAL, our weekly publication, will not be forwarded for a less term than one year.

CHARLOTTE, Nov. 1, 1862.

For Telegraph News see first page.

We have on hand a large number of letters from some of our patrons ordering the direction of their paper changed but omitting to state from which office.

Of course we cannot spare the time to run through lists of some ten thousand names to find the name to make the change, hence the orders are not attended to, and the paper will be sent to the old office until a proper order is given.

In your order to make a change please state the name of the office at which you have been receiving your paper as well as the office to which you desire it to be mailed in future, otherwise your order will not receive attention.

Valuable Documents.

We are under special obligations to our immediate Representative, the Hon. Wm. Lander, member of Confederate Congress, for the following valuable Documents:

"Official Report of Gen. Johnston and Beauregard of the Battles of Manassas July 21, 1861."

"Report of the Special Committee, on the recent military disaster at Forts Henry and Donelson, and the Evacuation of Nashville."

"Official Reports of Battles."

Confederate Congress.

On Friday last the following proceedings occurred during the consideration of the Bill designed as an amendment of the Exemption Law:

AMENDMENT OF THE EXEMPTION ACT.

Mr. Moore, of Ky., moved a reconsideration of the vote by which the House referred to the Committee on Military Affairs the bill introduced by Mr. Hilton, of Florida, repealing certain clauses of the Exemption Act.

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After some remarks by Mr. Dupre, of La., in favor of the motion, the House agreed to reconsider the vote, and the rule was suspended; the bill was taken up.

Mr. Curry, of Ala., called the previous question, which was sustained, and the bill was taken up, ordered to be engrossed and read a third time.

The question recurring on the passage of the bill, Mr. Curry called the question, and it passed unanimously.

The bill reads as follows:

"A bill to be entitled: 'An act to repeal certain clauses of an act entitled an act to exempt certain persons from military service,' etc. Approved October 11, 1862.

The Congress of the Confederate States did enact, That no much of the act approved October 11, 1862, as exempting from military service 'one person, either as agent, owner or overseer, on each plantation on which no white person is required to be kept by the laws or ordinances of any State, and on which there is no white male adult not liable to military service, and in States having no such law, one person as agent, owner or overseer, on each plantation of twenty negroes, and on which there is no white male adult not liable to military service,' and also the following clause in said act, to wit: 'And furthermore, For additional policy for every twenty negroes on two or more plantations, within five miles of each other, and each having less than twenty negroes, and on which there is no white male adult not liable to military duty, one person, being the oldest of the owners or overseers on such plantations,' be, and the same are hereby repealed; and the persons so affected by said clauses of said act, are hereby made subject to military duty in the same manner that they would be had said clauses never been embodied in said act.

The Steamer *Princess Royal*.

A letter from Halifax, published in the Boston papers, gives the following description of the British steamer *Princess Royal*, previously reported as having sailed from that port for Nassau, with a valuable cargo, principally powder and munitions of war.

"The vessel is built of iron and schooner rigged; she is propelled by a screw, and makes an average speed of about 10 knots an hour. After coaling at Gunters Wharf, she ran out into the stream, and for the last two days painters were busy transferring her hull, spars, funnel, &c., from black to lead color. Her Captain professed to belong to New York, but it is certain that his real intention is to run the blockade in her. Being short of one or two hands he engaged two young men at Halifax, to whom he promised a handsome bounty if he should succeed in getting into Charleston. The *Princess Royal* has ten heavy guns in the hold; she has no guns on deck, and the cargo is concentrated on a more reliable part. She is to be at Gunters Wharf, in 1863.

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ARMY CORRESPONDENCE.

Special Correspondent of the Bulletin.

HEADQUARTERS M. R. RAILROAD,
Camp Galloway, near Washington, N.C.

January 10, 1863.

Better Bulletin: I have just returned from a view of the little town of Washington. In possession of the enemy, it has become a filthy dirty place. The enemy has cut a canal around it, having drawn bridges at the end of every street, and sharp-pointed poles placed in the stores, the point raised about the height of a man's head and turned in the direction of the canal. This is to prevent a surprise by the M. R. R., for they are aware of our whereabouts. They have not made their appearance on this side of the river since we have been in the neighborhood. Within the last week everything has gone up in price in the place. I understand that nothing more can be brought into the place from the North or elsewhere. So there must be something in the report of the blockade of the *Blockade* by foreign vessels. The report is generally followed by the people in this region.

We expect warm work on the coast soon. The enemy is reported in strong force at several points and expected to advance soon. Their cause is desperate and the time is short. If they are going to do anything, they must do it soon, or their movement will amount to nothing—be worse than the Foster raid.

At the Calypso we have been counted eleven blockade vessels off our bar.

Charleston Mercury, 22d.

Two schooners were seen in the possession of the blockaders of Charleston on Thursday. They are thought to be the *Hector* and *George Chisolm*, loaded with cotton and naval stores.

The schooner *Swift*, Captain Threadcraft, from Nassau, arrived at a Confederate port of Wednesday. She brings a cargo of sugar and some other articles. The *Swift*, on nearing the coast, passed a number of Federal vessels, and Tuesday night ran within a few hundred yards of several of them. The night was dark and stormy, and the blockaders did not see her. She is a handsome craft, and was purchased by her present owners for the Nassau trade.

The schooner *Storm Bird*, from Nassau, for Nassau, with a cargo of cotton and been wrecked on a reef while on her way out. Her crew was saved, and also a portion of the cargo.

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